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Patent Number: DE10234340 A1 20031009

**Process to determine the residual soot particle load in automotive diesel exhaust filter by measurement of primary soot capacity followed by reaction with nitric oxide generated in filter**

(FR2840644)

**PROCEDE DESTINE A LA DETERMINATION DE L'ETAT DE CHARGE D'UN FILTRE DE PARTICULES D'UN MOTEUR A COMBUSTION INTERNE**

**Index Terms:** INTERNAL COMBUSTION ENGINE; PARTICLE FILTER; EXHAUST PIPE; DETERMINATION; LOAD STATE; CARBON BLACK MASS; GENERATED NITROGEN DIOXIDE

(FR2840644)

Publication abstract in french.

Procédé destiné à la détermination de l'état de charge d'un filtre de particules à revêtement catalytique d'un moteur à combustion interne, qui est alimenté par les gaz d'échappement du moteur à combustion interne, comportant les phases suivantes : a) détermination de la masse de noir de carbone accumulée de façon primaire dans le filtre de particules, b) détermination de la masse de noir de carbone convertie dans le filtre de particules par une réaction avec du NO<sub>2</sub>, entre des particules accumulées et du NO<sub>2</sub> engendré, etc) détermination de l'accumulation intégrale de noir carbone à partir des phases a) et b).

**Inventor(s):** WEIDMANN KURT  
HUPFFELD BERND  
PUNKE ALFRED  
STANDT ULRICH DIETER

**Patent Assignee:** ENGELHARD TECHNOLOGIES GMBH  
VOLKSWAGENWERK AG

**Orig. Patent Assignee:** VOLKSWAGEN AKTIENGESELLSCHAFT; - D 38436 WOLFSBURG  
ENGELHARD TECHNOLOGIES GMBH; FREUNDALLEE 23 D 30173  
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**Patent Number:**  
EP1108862 A2 20010620

**Method and apparatus for reducing harmful constituents of exhaust gas of a combustion engine**  
(EP1108862)

**Verfahren und Vorrichtung zum Reduzieren schädlicher Bestandteile im Abgas einer Brennkraftmaschine**

(EP1108862)

Process for operating a continuously reducing particle reducing device of an internal combustion engine (1) having an oxidation catalyst (6) and a particle filter (7) in an exhaust gas line (3) comprises increasing the NOx amount of the exhaust gas when the particle filter exceeds a predetermined upper charge threshold. <??> An Independent claim is also included for a device for carrying out the process comprising a control device (14). <??> Preferred Features: The NOx amount of the exhaust gas is reduced after falling short of a predetermined lower charge threshold. The charge state of the filter is established by measuring the exhaust gas counter pressure via a gas pressure sensor.

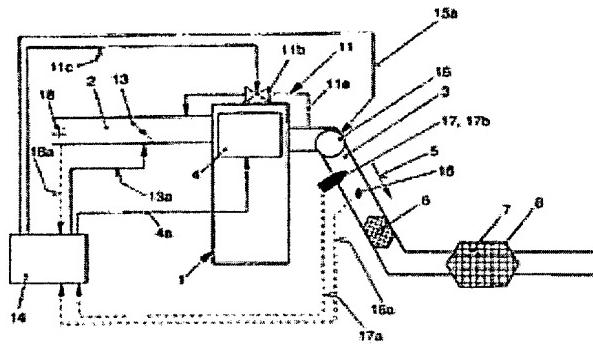


FIG. 1

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**Inventor(s):** POTT EKKEHARD DR  
WEIDMANN KURT DIPLO-  
ING

**Patent Assignee:** VOLKSWAGENWERK AG

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